

BEST WAYS SHOWN OF CLEANING AUTOS

Begin Working From Bottom
and Use Plenty of
Water.

DRY QUICKLY TO PREVENT
MACHINE FROM SPOTTING

Advocates of Spray System Say
Liquid Acts as Preservative of
Varnish and Enamel.

The proper cleaning of a motor car is one of the most important things connected with its ownership, and the longevity of the machine depends to a great extent upon the manner in which the cleaning is done.

Dirt is the natural enemy of all machinery. It is also the destroyer of fine, polished surfaces. Your car is composed of both. Keep them clean and you will extend their periods of service.

There are several kinds of dirt for the motor owner to cope with. The most obvious of these are mud, dust and blackened grease. Owing to the sensible way in which makers of modern motors protect and house the vitals of their products, it is seldom that mud and dust accumulate upon these parts. These two gloomy twins put in their deadliest work on the body and running gear of the car. They devour paint, enamel and varnish. Luckily, however, it is simple to remove them—if you do it right.

How to Remove the Dust.

There are two ways of removing dust and mud. One, the commoner method, is to use water. The other, which is newer and probably better, is to spray the dirty surface with a special preparation which softens the accumulations of dirt and is then wiped off with cheesecloth, taking the dirt with it.

If you use water, be sure to use it plentifully, especially when your car is caked with mud. Any attempt to remove mud before it is thoroughly saturated will damage the finish of your car. Take your hose and start at the bottom, working up. In this way you will clean the running gear—usually the muddiest parts—first, and by working up you will avoid splashing muddy water on an already cleaned body.

Working with water, you will need a good sponge. Deep water sheep's wool sponges are the best and well worth their somewhat high price. Keep your sponge well saturated with clean water. You can do this by having a hose in your left hand, playing a gentle stream on the sponge all the time. Start sponging from the top downward, working along to the radiator and then going over the mudguards. When all the mud or dirt is removed give your car a second quick rinse over with the hose and, if possible, a new sponge.

Dry the Car Quickly.

It is important that you do not allow the water to dry off naturally on the bodywork. If you let this happen your car will soon begin to look like a leopard. As soon as you have finished washing take a piece of chamois and, starting at the highest point, following the path of the sponge, dry up all the moisture on the panels. If your engine is not when you begin the drying process, start with the hood, to prevent the heat from drying it. Some men prefer cheesecloth rags to chamois for polishing and cleaning. These are good, but must be absolutely clean.

Advocates of the spray system of cleaning motor cars declare that by its use the dangers resulting from a wholesale deluge of water are avoided, and that their liquid preparations act as a preservative of the varnish and enamel, which water does not. The spray method is a great deal more convenient and simple. All you have to do is to spray the car thoroughly and then wipe it with chamois.

Be sure to polish the brass. Brass and nickel fittings, which are supposed to be decorative, but which are usually far from it by reason of neglect, should be polished regularly with chamois and one of the many preparations now on the market. You should remember, in applying these preparations, that they are intended for metal only—and that they are liable to injure varnish and woodwork.

The upholstery of your car should be brushed daily with a good stiff whiskbroom, and when feasible a vacuum cleaner should be run over it and down into the cushions, which have a way of absorbing quantities of dust. Wipe the leather rain top with a damp cloth, but be sure to dry it thoroughly afterward before folding it down again, for even if the slightest bit of moisture remains on you will find it covered with mildew beard when next you put it up. Cloth tops of mohair and the many compositions, should be thoroughly brushed and occasionally beaten. The windows, which if not kept clean look worse than old upholstery, should receive your frequent and earnest attention. Remove spots on them with gasoline and beat them from time to time, or treat them to a vacuum cleaning, and they will add to the appearance of your car. Neglect them and they will detract from it.

Some owners who do their own cleaning have found it convenient to do only the conspicuous parts, such as hood, body and the tops of the mudguards, leaving the wheels and invisible parts to be attended to on gala occasions by a regular garage man. If you do this it is well to remember that the rules applying to thorough cleanings also apply to partial ones. Do not allow any water to dry naturally and do not touch the body with greasy rags. Be careful also to dry the springs after each washing. Water left on them will rust the leaves.

CHOPAWAMSIK SWAMP ROAD FUND INCREASING

Contributions of \$250 in Two Weeks
Strengthens Hope of Completing
Washington's Quota.

Headed by a \$25 subscription from William P. Barnhart & Co., the past two weeks' subscriptions to the Chopawamsic swamp road fund reached a total of \$250. Thereby is renewed the hope of the A. A. District of Columbia club headquarters that the National Capital's quota of \$4,870 will be reached. However, less than half of the sum sought has been received.

Completed, the Washington-Rimondum highway will represent an estimated cost of nearly \$500,000. Bids for the work were asked and received two weeks ago. As they did not come within funds available and the sum which experts in the U. S. office of public roads think ought to be paid, new bids have been asked.

Through the efforts of the A. A. club the only other missing link in the highway has been constructed. This was the stretch between Pohick Church and the Lorton railway station. The road, to which the local club gave \$1,000, was dedicated yesterday.

Others who subscribed to the fund during the past week are as follows: J. L. Leonard, R. B. Behrend, Le Roy Livingston, C. W. Shoemaker, W. C. Gwynn, G. H. Chandler, E. J. Quinn, Motor Car Company, House & Herrmann, R. F. Zimmerman, William Hahn & Co., A. W. Dorach, Marvin Wesley, Jr., W. P. Reeves, Hurley & Early, Inc., Stewart & Fleming, Haynes Motor Company, Inc., the Harvey Company, Inc., the Harrington Hotel, M. Goldsmith & Son, P. H. Hill, W. B. Hibbs, J. F. Conway, T. R. Marshall, E. S. Head, Sidney Bailly, John B. Henderson, Michael David, Charles Rubel & Co., Will C. Sterling, Swartzell, Rheem & Hensley Co., W. J. Elliott and Morris Ben, Mrs. A. B. Carlington, Dr. G. H. Magee, William H. Saunders, J. Addison Hicks, Holmes & Son, Inc., Hotel Continental, Charles Conradis, M. H. Burchell, A. C. Moses, D. M. Faunce, T. E. Shields, Charles F. Burrall, Joseph Lansburgh, Edith J. Goode, J. Walter Long, J. E. Shoemaker, Dr. A. B. Crane, Turner D. Smith, J. R. Hawkins, G. H. Draper, E. J. McGorick, Michael Heister, M. Macomber, Bernard Ostmann, F. A. Ostmann, Count Raoul d'Adhemar, Dr. F. S. Avery, R. S. Griffin, Charles S. King, William A. Hettlinger and Mrs. G. B. McGrath.

LOS ANGELES AUTO CENTER.

County Has 61,137, One Machine for
Every Thirteen Inhabitants.

LOS ANGELES, September 16.—There are 61,137 automobiles in Los Angeles county, according to a report made public today by Supt. H. A. French of the state motor vehicle department. This is one machine for every thirteen inhabitants.

In the state there are 189,610 automobiles and 25,987 motor cycles. During the first six months of the present year a total of \$1,993,591.73 was received from licenses and fees. There are fifty-eight counties in the state which will receive their pro rata of one-half the proceeds of the automobile fees and licenses, this amount to be used in the maintenance of their highway systems.

Los Angeles leads the state in number of automobiles, and San Francisco is next on the list with 20,457. It is estimated that California purchased \$75,000,000 worth of automobiles each year, fully 90 per cent of which goes to eastern manufacturers. The fact that Los Angeles county has one-third of the automobiles of the state is attributed to the fine paved highways that radiate to the resorts around Los Angeles like the spokes of a wheel.

A solution of soft soap, instead of water, will make a water-proof concrete in building the foundations of a grain elevator on a river bank in Budapest.

GOOD DRAINAGE OFTEN NEGLECTED IN ROADS

Necessary to Obtain Proper Foundation, Says Minnesota State Engineer.

"Road superintendents sometimes fail to provide the elaborate drainage necessary to obtain a proper foundation, because expensive drainage work reduces the funds available for surfacing," says George W. Cooley, state engineer of Minnesota, in speaking of swamp roads recently. "This applies particularly to the great mileage of main rural roads, on which there is an insistent demand by road users for surfacing, with impatience at any delay made to provide proper foundations."

"In undeveloped swamp country the most permanent work is obtained by building the roadway embankment of material obtained by dredging a ditch on the upstream side of the road, with an auxiliary road ditch on the other side. The top soil from the ditches is first spread over the roadway, and the dredge then excavates enough firm material to provide a substantial foundation when deposited on the top soil. The ditches are dug with practically vertical sides, firm material, usually found at the bottom. The ditches must be of sufficient size to provide the necessary drainage after they have become contracted by the breaking down of the slopes. The low points in the ditch, excavated to secure material, will become filled with sediment after a year or two.

Dredged Ditches Economical.

"It sometimes appears extravagant to make such large ditches on road work, but in new country lateral drainage is always carried to the road ditches and should be provided in advance. There is not much difference in cost, however, between small ditches dug by hand and a large dredged ditch, on account of the lower cost of machine work per cubic yard.

"After drainage is secured, the important work is to eliminate all vegetable or perishable matter and to build up the foundation uniformly. Dragging and planing the subgrade as it is being built will prevent the waywardness of surface, which develops occasionally after the completion of a road, and it is advisable to specify such work in the contract. The foundation for this work on the main rural roads in many parts of the country, and a great deal of money is wasted in not preparing the foundation properly for this purpose. Until it is compacted the coat of gravel acts like a sponge, holding water until the foundation becomes soft that traffic drives some of the gravel into the underlying material. This causes not only a loss of gravel but also an uneven surface.

"A hard foundation for gravel can be obtained where the soil is clay by spreading two or three inches of sand or gravel over the clay, mixing them together and rolling until a smooth surface is obtained. With a sandy subsoil clay is required to make a firm foundation. Where no clay is available, success has been attained by spreading about four inches of loose straw over the sand, but care must be

ROAD Bulletin

The Star is in receipt of the following bulletin from the Automobile Club of Maryland regarding the progress being made in oiling the roads of Maryland:

State truck No. 1 is now treating the road between Mardella Springs and Salisbury. This truck will continue work in Wilkes county, working on state aid roads, for approximately two weeks longer.

State truck No. 2 is now treating the roads between East New Market and Cambridge. Upon the completion of this work it will treat the road from Cambridge to Church Creek. In approximately ten days all the remaining roads in Dorchester county should have been treated. State trucks Nos. 3 and 2 will then move to Somerset and Worcester counties.

State truck No. 3 has about completed the Annapolis boulevard and will move to Hyattsville tomorrow to begin treating the Baltimore-Washington boulevard from the District line north.

State truck No. 4 is working on the state aid road just south of the District line north of Washington. There remains approximately ten miles of this road to be treated.

State truck No. 5 is working in Carroll county just south of Westminster. All work between West Friendship and Westminster has been completed with the exception of approximately five miles.

State truck No. 6 is now at Emmitsburg and will begin work at that point upon the arrival of tar. It will then treat the Emmitsburg pike.

Grew as Autos Increased.

"Pavements of brick or asphalt and macadamized highways were built in proportion as the number of automobiles increased. As soon as automobiles were introduced into a community the residents began the improvement of road conditions as a matter of course.

"The threatened extinction of the horse is really not to be regretted, for who will deny that the rubber-tired vehicle is far less harmful to road surfaces than the heavy, horse-drawn, steel-shod wagon? Certainly motor trucks would not be possible and touring cars hardly usable were it not for rubber tires. If this seems like a strange statement, recall a three-ton truck or a seven-passenger car on steel wheels bumping over the

exercised to prevent the straw from becoming mixed with the gravel. Muck or pulverized peat has also been used to advantage under like conditions."

Greeted by Vice President.

Special Dispatch to The Star.

INDIANAPOLIS, Ind., September 16.—

Both Vice President Thomas R. Marshall and Gov. Pauleston of Indiana personally received the united American capital-to-capital tour party upon the arrival here Thursday of the car from Louisville. The party of four, including J. S. Patterson, C. E. Salisbury, George R. Lips and W. A. Krohn, is using the four-cylinder Hupmobile which J. Walter Drake of Detroit is sending to every state in the interests of good roads. Vice President Marshall greeted the party and wished the members success on their mission.

Later Gov. Pauleston received the party and gave a letter to be presented to Gov. Ferris of Michigan.

The government of India will extend its wireless system until every army post has a station in the charge of a trained officer.

AUTOMOBILES STARTED GOOD ROADS CRUSADE

Movement Appeared Coincidentally
With Appearance of Pneumatic
Tired Vehicles.

"Nothing, perhaps, has had as much to do with the beginning and the subsequent widespread growth of the good roads movement as the pneumatic automobile tire," says J. J. Haas, a local motorist.

"A decade or more ago country roads (and remember there was little, if any, pavement in the country districts at that time) continuously traveled over by steel-shod wagons and horses were badly cut up into ruts and holes. And during rainy weather road conditions were much to be dreaded by the traveler.

"Under these conditions passage over the highways was possible only by means of great effort and consequent irritation on the part of the traveler. With the coming of the automobile and its pneumatic tires, however, the question of better roads immediately asserted itself. Pleasure being the chief asset required of the automobile, the owner thereof demanded good roads over which to travel in his new 'horseless carriage.' Almost immediately road conditions began to improve, little by little, with the result that in a few years' time the good roads movement was launched in nearly every state.

"Pavements of brick or asphalt and macadamized highways were built in proportion as the number of automobiles increased. As soon as automobiles were introduced into a community the residents began the improvement of road conditions as a matter of course. The threatened extinction of the horse is really not to be regretted, for who will deny that the rubber-tired vehicle is far less harmful to road surfaces than the heavy, horse-drawn, steel-shod wagon? Certainly motor trucks would not be possible and touring cars hardly usable were it not for rubber tires. If this seems like a strange statement, recall a three-ton truck or a seven-passenger car on steel wheels bumping over the

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average pavement at a good rate of speed. And think of the poor pavement! Rather the pneumatic-tired vehicle endures the road surface, and very little repair work is needed to keep any well built highway in excellent condition.

"Besides heralding the coming of the good roads movement the pneumatic-tired automobile has drawn the city and country together. It has bridged the gap, the line of demarcation that once separated town from country. To enjoy the advantages of both is the fortunate lot of many a present-day auto owner, no matter whether he resides in the country or in the city.

Enhanced Values in the Country.

"The man or woman in the country can now drive into town, do a goodly amount of shopping, visit friends, enjoy the theater or do banking business and return home—all within a few hours.

"The good roads movement being, as noted above, the direct result of the birth of the pneumatic tire, has visibly enhanced the value of country property, particularly that adjacent to main-traveled roads. To possess country real estate under these circumstances a man is considered fortunate, indeed. The past decade has witnessed a decided boom in country real estate.

"So much has the automobile tire done toward increasing the comfort and advantages of life in the country, and certainly more progress along these lines in the future should be the result, provided the automobile and its related industries continue their present rapid advancement."

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"ASK THE USER"



**IF YOUR CAR LACKS POWER ON HILLS
or the consumption of gas is increasing, THERE'S SOMETHING WRONG! You Need—**

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Gas leakage does not occur with LEAK-PROOF Rings because their bearing on the cylinder walls is so firm and even, their fit in piston head grooves, both sides and bottom, so close and exact as to form a perfect, gas-tight seal. Then, besides affording the necessary compression, their light tension causes less piston drag and friction loss than other rings.

To get the best out of your car—to enjoy the most—to operate the cheapest—install without hesitancy LEAK-PROOF PISTON RINGS.

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Why Multiplied Thousands Choose the Chandler

NOTHING has been added to the price and nothing taken from the car to compensate for the higher production costs of the Chandler Six.

Before the prices asked for other cars were marked up, Chandler was the first choice of thousands of careful buyers. It is not to be wondered at, therefore, that with distinct price advantage added to distinct mechanical superiority, the Chandler is first choice today of multiplied thousands.

Chandler sales for the year 1916 are setting a new big record for high grade sixes.

In the midst of extravagant claims for new and uncertain theories, the Chandler Motor, refined and perfected through three years of development, remains free from any hint of experimentation. And Chandler bodies are the most beautiful of the year.

Seven-Passenger Touring Car - \$1295
Four-Passenger Roadster - \$1295
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CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO

OUT OF \$56,000,000 JUST \$250,000 IS SPENT IN FINAL TESTS TO MAKE DOUBLY SURE YOUR CHALMERS IS RIGHT—DEAD RIGHT

This \$56,000,000 "run" on the 3400 r. p. m. Chalmers has not stam-peded the Chalmers factory.

Quite the contrary. The cars are coming out of there so fine, so exact, so thoroughly tested, that all we have to do now when we take them off the freight cars is to pour in oil, gas and water, run them a few miles, and deliver.

There's an excellent reason for this condition. The Chalmers Company has a young army of eagle-eyed inspectors who take great pride in finding a fault in a car when it comes out of the plant.

This costs just \$250,000 a year in cold cash—just one quarter of a million dollars a year to "catch the little things."

We firmly believe that most factories would let "go by" nine cars out of ten that the Chalmers inspectors waylay.

It sounds like a lot of money, but when a company maintains the slogan of "Quality First" and bases a \$56,000,000 business on the quality idea, then it becomes quite clear.

We firmly believe that three times \$250,000 is returned to the cash drawer of the Chalmers Company every year through such a policy.

It certainly makes selling a Chalmers car anything but a difficult matter. And that accounts for the "run" on the car. For "run" it surely is.

We are handling from three to five times as many Chalmers cars as this territory ever absorbed before.

Last November the Chalmers Dealers bought \$22,000,000 worth of 3400 r. p. m. Chalmers in forty minutes.

These Cars were all made and delivered before summer rolled around. Then 10,000 more were added. These were taken up during the summer months.

Now 20,000 more are coming through.

That means that this model will be continued without change in design into next season.

It also means a \$56,000,000 business. Which is twice more than the most optimistic Chalmers executive ever dared dream.

The quality in the car is the answer.

Drive one a mile, and you won't be able to get your monogram painted on the doors quick enough.

C. Walter Hoover
Gen. Mgr.

Combs Motor Co., 1519 H St. N.W.

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